Construction of highways in backward areas

1124. SHRI VIJAY J. DARDA:
SHRI SANTOSH BAGRODIA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government propose to speed up construction of highways in backward regions of the country by increasing the viability gap funding from 40% to 60% in respect of the projects which are part of the third phase of the National Highways Development Programme; and

(b) if so, the backward regions of the country which are likely to be benefited by the above decision with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) The matter is under consideration of the Government and it will be premature to give the details.

Surfacing of roads

1125. SHRIMATI HEMA MALINI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are considering surfacing of roads by concrete instead of Bitumen;

(b) whether Government are aware that concrete roads last longer, save fuel, with stand extremes of weather and are pollution free;

(c) if so, whether there is any plan to concretise 6,500 km. of National Highways by using unutilised 20 per cent production capacity of cement of the country;

(d) whether Government are also aware that fuel saving would amount to Rs. 14,500 crores a year if entire National Highways are concretised; and

(e) the road length of National Highways State-wise, giving details of 4 lane and 6 lane roads passing through these States?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Generally roads are constructed with flexible pavement having bituminous

surfacing because of its lower initial cost as compared to concrete roads. However, construction of concrete roads are also considered in selected stretches.

(b) Yes, Sir. However, the concrete roads also have their inherent limitations such as higher initial cost, poorer riding quality at joints and more noise due to traffic as compared to bituminous pavements. Further, stage construction is not possible in case of concrete roads.

(c) Presumably, Hon'ble Member is referring to the proposed development of about 6,500 km length of National Highways to 6 lanes under National Highway Development Programme Phase V. It is premature to indicate the type of surfacing in these 6 laning works.

(d) There is marginal saving in fuel in case of concrete roads. Studies have demonstrated some savings in case of concrete roads but the results are not validated to derive any firm conclusion regarding the exact amount of savings, if entire National Highways are concretised.

(e) The road length of National Highways State-wise, giving details of 4 lane and 6 lane roads passing through these States are annexed as statement.

Statement

State-wise details of 4 lane and 6 lane National Highways

Sl. No.	Name of State	4-Lane Length (Km)	6-Lane Length (Km)
1	2	3	4
1.	Andhra Pradesh	1212	4
2.	Assam	37	
3.	Bihar	194	
4.	Chandigarh	13	11
5.	Chhattisgarh	7.74	
6.	Delhi	42.9	28.3
7.	Goa	13	
8.	Gujarat	888.4	37.2
9.	Haryana	311.5	15

1	2	3	4
10.	Jammu & Kashmir	17	
11.	Jharkhand	167.6	
12.	Karnataka	512.2	7
13.	Kerala	54	
14.	Madhya Pradesh	137.2	
15.	Maharashtra	546.5	4.9
16.	Manipur	1.16	
17.	Orissa	280.6	
18.	Pondicherry	3.75	
19.	Punjab	263.6	
20.	Rajasthan	775.9	90.38
21.	Tamil Nadu	503.3	
22.	Uttaranchal	7.24	
23.	Uttar Pradesh	717.5	15.41
24.		445.5	

Intermediate ports functioning in the country

1126. SHRIMATI HEMA MALINI:
SHRI KRIPAL PARMAR:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of big ports and intermediate ports functioning in the country, State-wise;

(b) the cargo handled by those ports during 2001-02 to 2004-05;

(c) the increase rate in cargo traffic handled by 12 big ports of the country, port-wise and year-wise;

(d) whether it is a fact that Mumbai port has been put on backburner among the big ports during the last five years; and

(e) if so, the reasons therefor?